

CHAP. 384.—An Act To authorize the payment of an indemnity to the Government of Norway on account of the losses sustained by the owners of the Norwegian bark Janna as a result of a collision between it and the United States ship Westwood.

May 25, 1926.
[S. 1729.]
[Public, No. 285.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be paid to the Government of Norway, out of any money in the Treasury not otherwise appropriated, as a matter of grace, and without reference to the question of liability therefor, as full indemnity for losses sustained by the owners of the Norwegian bark Janna, or any other parties pecuniarily interested, as a result of a collision between it and the United States ship Westwood on October 31, 1918, the sum of \$45,978.36, as recommended by the President in his message of May 31, 1924.

Norway.
Payment authorized to, as indemnity for collision damages to bark "Janna."

Approved, May 25, 1926.

CHAP. 385.—An Act To authorize the payment of an indemnity to the Government of Sweden on account of losses sustained by the owners of the Swedish steamship Olivia as a result of a collision between it and the United States ship Lake Saint Clair.

May 25, 1926.
[S. 1731.]
[Public, No. 286.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be paid to the Government of Sweden, out of any money in the Treasury not otherwise appropriated, as a matter of grace and without reference to the question of liability therefor, as full indemnity for the losses sustained by the owners of the Swedish steamship Olivia, or any other parties pecuniarily interested, as a result of a collision between it and the United States ship Lake Saint Clair on September 8, 1918, an amount equivalent to £7,672.2 on the date of the approval of this Act, as recommended by the President in his message of May 31, 1924.

Sweden.
Payment authorized to, as indemnity for collision damages to steamship "Olivia."

Approved, May 25, 1926.

CHAP. 386.—An Act To authorize the payment of an indemnity to the Government of Norway on account of the losses sustained by the owners of the Norwegian steamship John Blumer as a result of a collision between it and a barge in tow of the United States Army tug Britannia.

May 25, 1926.
[S. 1732.]
[Public, No. 287.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby authorized to be paid to the Government of Norway, out of any money in the Treasury not otherwise appropriated, as a matter of grace, and without reference to the question of liability therefor, as full indemnity for the losses sustained by the owners of the Norwegian steamship John Blumer, or any other parties pecuniarily interested, as a result of a collision between it and a barge in tow of the United States Army tug Britannia on January 9, 1921, the sum of \$4,040.39, as recommended by the President in his message of May 31, 1924.

Norway.
Payment authorized to, as indemnity for collision damages to steamship "John Blumer."

Approved, May 25, 1926.

CHAP. 387.—An Act To authorize the payment of an indemnity to the Government of Denmark on account of losses sustained by the owners of the Danish steamship Masnedsund as the result of collisions between it and the United States ship Siboney and the United States Army tug Numbered 21, at Saint Nazaire, France.

May 25, 1926.
[S. 1733.]
[Public, No. 288.]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there is

Denmark.

Payment authorized to, as indemnity for collision damages to steamship "Masned-sund."

hereby authorized to be paid to the Government of Denmark, out of any money in the Treasury not otherwise appropriated, as a matter of grace and without reference to the question of liability therefor, as full indemnity for the losses sustained by the owners of the Danish steamship Masned-sund, or any other parties pecuniarily interested, as a result of collisions between it and the United States ship Siboney on November 12, 1918, and the United States Army tug Numbered 21 on November 15, 1918, at Saint Nazaire, France, the sum of \$4,772.97, as recommended by the President in his message of May 31, 1924.

Approved, May 25, 1926.

May 25, 1926.

[H. R. 3859.]

[Public, No. 289.]

Naturalization.
Declaration of inten-
tion.
Vol. 40, p. 544, re-
pealed.

Prohibition, for mak-
ing on election day,
etc., repealed.

Declarations hereto-
fore filed validated.

CHAP. 388.—An Act To validate certain declarations of intentions.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That so much of the seventh subdivision of section 4 of the Act entitled "An Act to establish a Bureau of Immigration and Naturalization and to provide for a uniform rule for the naturalization of aliens throughout the United States," approved June 29, 1906, as amended, as reads as follows: "*Provided*, That it shall not be lawful to make a declaration of intention before the clerk of any court on election day or during the period of thirty days preceding the day of holding of any election within the jurisdiction of the court," is repealed.

SEC. 2. No declaration of intention heretofore filed in disregard of so much of such Act of 1906 as is above repealed shall be held invalid for such cause.

Approved, May 25, 1926.

May 25, 1926.

[H. R. 10539.]

[Public, No. 290.]

"Minnesota," bat-
tleship.
Silver service pre-
sented to, may be de-
livered to the State.

proviso.
No Government ex-
pense.

CHAP. 389.—An Act Authorizing the Secretary of the Navy, in his discretion, to deliver to the custody of the State of Minnesota the silver service set in use on the battleship Minnesota.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy is authorized, in his discretion, to deliver to the custody of the State of Minnesota for preservation and exhibition the silver service which was in use on the battleship Minnesota: *Provided*, That no expense shall be incurred by the United States for the delivery of such silver service.

Approved, May 25, 1926.

May 25, 1926.

[H. J. Res. 176.]

[Pub. Res., No. 30.]

Vermont Sesquicen-
tennial Commission.
Established of nine
members.

Composition of.

No compensation.

CHAP. 390.—Joint Resolution Establishing a commission for the participation of the United States in the observance of the one hundred and fiftieth anniversaries of the independence of Vermont and the Battle of Bennington, and authorizing an appropriation to be utilized in connection with such observance.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That there is hereby established a commission to be known as the United States Vermont Sesquicentennial Commission (hereinafter referred to as the commission) and to be composed of nine commissioners, as follows: Three persons to be appointed by the President of the United States, three Senators by the President of the Senate, and three Members of the House of Representatives by the Speaker of the House of Representatives. The commission shall serve without compensation and shall select a chairman and secretary from among their number.